

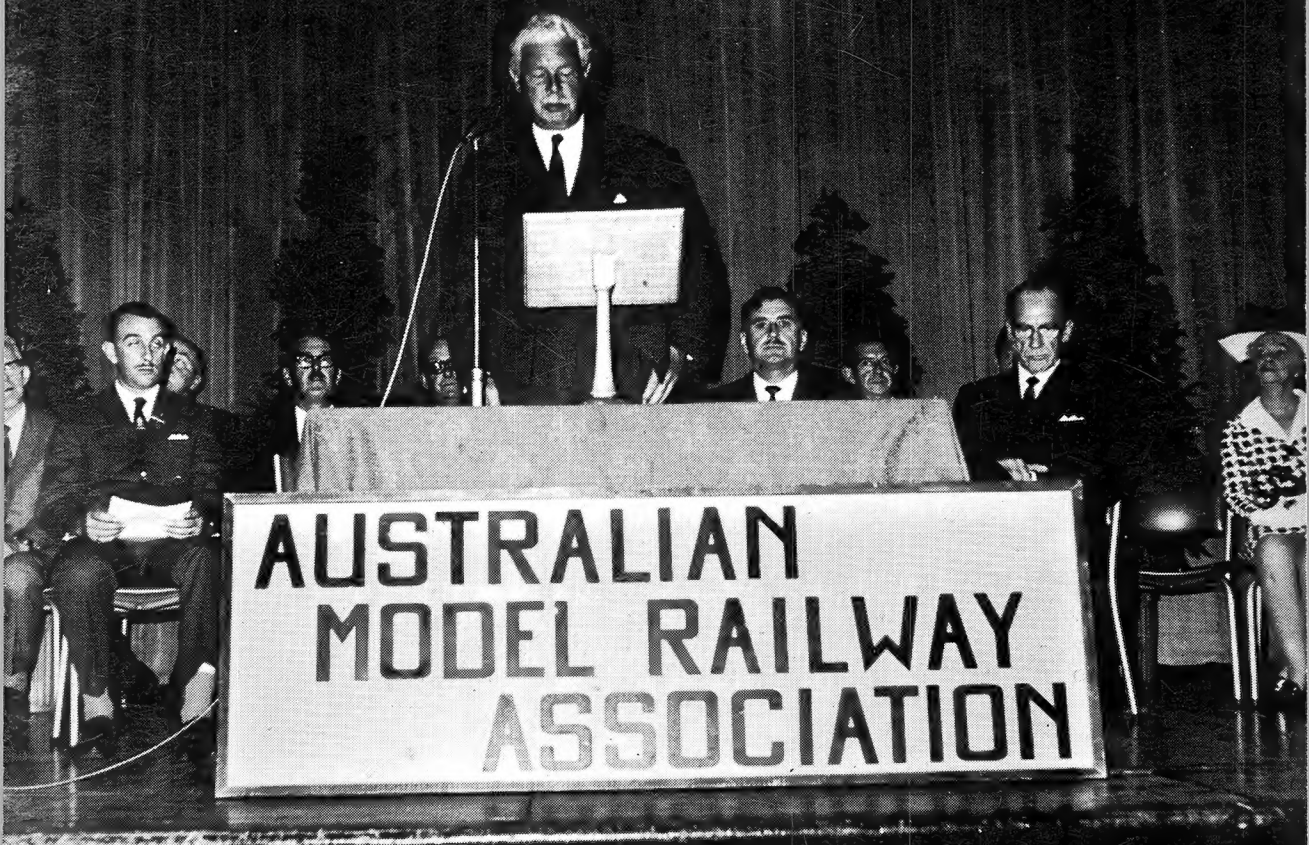
**A. M. R. A.**

Australian Model  
Railway Association

# JOURNAL

Price 30c.

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May/June  
1970



NUMBER  
86

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Dear Reader  
of the "Journal":

The Model Railway  
fraternity comprises Rail-  
way Modellers, Clubs,  
Associations, Manufactur-

ers, Distributors and Re-  
tailers. All these dove-  
tail in their functions and  
depend on each other to  
make the Model Railway  
Hobby in Australia the

best of all hobbies.

Often without really  
thinking about it we per-  
mit an impulse of the  
moment to change a nat-  
ural course of action,  
which would be to keep  
all our business within the  
ranks of the Model Rail-  
way Hobby Trade. It is  
sound good sense to do  
this. Retailers and dis-  
tributors are easily fright-  
ened by the intricacies  
of the hobby, and shy  
away from handling  
model railway hobby  
equipment. Spare and re-  
pair part stocking is a  
highly complicated and  
expensive business both  
in time and wages, and  
yet we all expect our  
hobby shop to know  
about our problems, be  
able to help solve them,  
have the spare parts we  
need, and that loco we've  
had our eye on — and  
yet often when we could  
give him a nice easy sale  
(with no after sale ser-  
vice) like a plastic kit, a  
book or a magazine, we  
act 'out of character' and  
give the business to a  
bookstall or other, whose  
interest in the hobby is  
nil, and in us just as little.

## The Keen Enthusiast



is never without  
his

# RAILWAY MODELLER

Monthly

From

**HOBBY AND TOY SHOPS  
THROUGHOUT AUSTRALIA**

IT IS GOOD BUSINESS then to buy our magazines and the  
odd plastic kit from a Model Railway Hobby retailer, who thus encouraged,  
might then just have that Point Lever or packet of Spikes when we desperat-  
ly need it. **HELP THE TRADE to HELP YOU!**

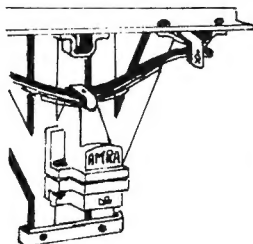
**CONFINE MODEL RAILWAY PURCHASES TO THE  
HOBBY TRADE . . . . It makes sense — yes?**

It is always nice to meet a fellow enthusiast  
It is even better when he happens to be the shopkeeper  
Have you called on Vic Hobbs at

**melbourne sports depot**  
**121 elizabeth st. melbourne**  
**stockists of**  
**Rivarossi**  
**Peco**  
**A.T.T.**  
**Wrenn**

With these and friendly service —  
What more can you ask?

All gauges catered for; All the latest lines: Clubs and Societies welcomed as  
much as the Loner; A friendly place to shop M.S.D.  
down the moving stairway  
turn to your left  
and ask for Vic Hobbs.



# Editorial

# JOURNAL BOX

## PROGRESS?

The 70's seem to be away to a good start. Already our membership has grown by over 150 members, so we have had to publish a supplementary membership list with this issue.

Perhaps the International Convention of Model Railroaders and the Victorian Branch Exhibition have had a little to do with this increase.

It only goes to show that the potential is there if we only take the trouble to tap it. Do you always wear your AMRA badge? Do you always have an application form handy to pass on to a prospective member? These forms are available from the Federal Registrar.

Every new member is a possible entrant in our competitions and it was gratifying to see so many entries in last year's competition. The competition conditions are reprinted in this issue to remind all members to get started on their projects for this year's competition.

## COVER PHOTO:

The Model Railway Exhibition at the Hawthorn Town Hall Melbourne was officially opened by His Excellency Sir Rohan Delecombe - Governor of Victoria.  
Photo: R. Little.

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Issue 86

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# THE SECRETARY'S DESK



On looking at the heading on the last Secretary's Desk showing on one side models and on the other some cobwebs around writing equipment, it strikes me that this to some extent depicts the current situation.

Amongst the few letters I have received were the following:

A suggestion from A. Dunheume of WA that we should show the gauge members use in the membership list. The C.O.M. has decided to adopt this suggestion, but has not yet done so, as the information is not available due to the failure of some members to return the layout information requested with the last renewal notice. At this time there is still a large number of members of whom the only thing we know is their name and address.

A. Robinson of Queensland suggested that previously published construction articles be reprinted as supplement to Journal. His letter was published in Pop Valve in Journal No. 84 (Jan/Feb 1970).

Also from Queensland R.J. Siviter suggested that we should produce a track gauge. We have looked at the NMRA gauge and feel a similar gauge is beyond our means. Perhaps other members may have some ideas on the subject.

G. Watson of WA. has suggested the appointment of a club register, his letter was published in Journal No. 85 (March/April 1970).

Hasn't anyone anything to POP in POP VALVE these days? Surely out of 450 members there must be a few who could find something to write about. Some might say "Can't spare the time" but others on reading the article on how Journal is produced will realise that the best way to show our appreciation of the time spent by Jack and Rex is to keep up a plentiful supply of articles and items of interest.

After participating in the successful exhibition held by the Victorian Branch I must pass on a well done to the committee responsible, I think the Federal Registrar may have mixed feelings on the matter as it has involved a considerable amount of work in processing the inflow of new applications. We have run short of some pages of Standards and Beginners Guides, however we will soon rectify this and for those of you who are waiting please bear with us.

On behalf of the Committee of Management I take this opportunity to welcome all the new members to the Association and trust that the fellowship will be a long and happy one. Do make use of the State Branch or sub-branch when ever possible. Someone amongst those attending will have the answer to your queries, if not, make use of our panel of experts by way of a stamped, self-addressed envelope through me.

The C.O.M. had some attractive display posters printed. If any member could place these in any hobby shop or any position to catch the eye of a potential member just drop me a line and I will send them along.

As AMRA comes of age in 1972, the C.O.M. has under consideration a get together of members and families at Albury on the Easter week-end of that year. To enable the committee to get planning underway, we would like to hear from all members who would be interested in attending such a gathering.

The Committee of Management requests that all communication to the C.O.M. be in writing and sent to the Federal Secretary to arrive before the 2nd Friday of each month.

NORM READ.

## Association Competitions

### Comments on the 1969 competitions.

11 members including 3 interstate entered a total of 39 entries in the 5 sections and gave the judges quite a job selecting the winners. The judges this year were Jack Shambler and Alan Taylor who both scratch build from "N" gauge to  $\frac{3}{2}$ " live steam.

The judging was done on finish, detail and workmanship and whilst there were some close judging it was on one or the other of these by which they were eliminated.

Such things as oversize motion work, buckles in side or roofs, paint on windows, wavery lining whilst not so noticeable in a model on its own do stand out on the judging table. They both expressed the opinion that a model finished in high gloss is not advisable as it tends to bring out any irregularities in the body work. Max Whiting's VR. X31 de and Rex Little's VR. E Class electric although in the correct colouring, in their opinion, would look much better in semi gloss. Phil Kelly's C35 was very good on body work, but motion and buckles in tender caused him to miss out.

Such things as oversize or protruding hand rails were another thing that stood out when comparing. Now with these pointers in mind, be in them again next year, fellows.

The following are details of the Association's competitions:

LOCO COMPETITION SECTION 1: The Tim Dunlop Cup - a perpetual trophy. Held for one year and then replaced by a replica.

Scratch built locomotive, with the exception of motors, wheels and small fittings, any scale, of any prototype locomotive, past or present, whether Steam, Diesel, Electric, Rail Bus, or Railcar. Proprietary items used are to be listed with each entry.

LOCO COMPETITION SECTION 2: South Gippsland Branch Trophy, for the conversion, alteration or modification, of any commercial product or model, to represent any prototype locomotive, whether Steam, Diesel, Electric, Rail Bus, or Railcar.

ROLLING STOCK COMPETITION SECTION 1 The N.S.W. Branch Trophy for any item of Australian Rolling Stock, any scale scratch built, except for wheels, bogies and couplers.

ROLLING STOCK COMPETITION SECTION 2 The Victorian Branch Trophy for the conversion, alteration, or modification of any commercial product or model to represent any prototype vehicle. Each entry must include the name of the company from which the model is copied, plus the names of the commercial products used.

**LINESIDE STRUCTURE COMPETITION:** The Candemah Cup - a perpetual trophy. Held for one year and then replaced by a replica.

Any structure seen on or beside any Australian railway. Models may be scratch built or made up by using commercial products. Entries will be judged on quality or workmanship, and may be freelance or copies of prototype.

**JOURNAL ARTICLE COMPETITION:** Trophy donated by Norm Robinson, for the best article of the year, as published in Journal.

**JOURNAL PHOTO COMPETITION:** Trophy donated by Jack Treseder, for the best photograph of the year, as published in Journal.

All these competitions close with the Federal Secretary, on 31st January each year. The Federal Committee arranges the judging of the entries.

So how about it members? Let us see those models. The field is open, and there is something for everyone.

### AMENDMENTS TO A.M.R.A. STANDARDS

Part 1, page 5, Wheels & Axles, please amend the following for 12 mm gauge:

D - Max. flange depth: 0.026"  
0.64 mm  
to replace 0.031", 0.80 mm.

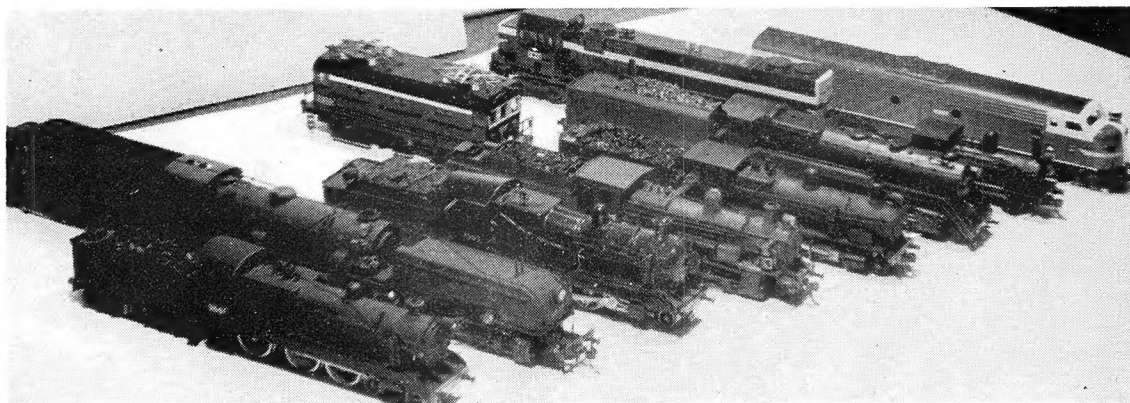
N - Min. tyre width: 0.086"  
2.20 mm  
to replace 0.098", 2.50 mm.

Part 2, page 22, Electrical, Catenary for Pantograph Operation, the headings should read:

	O	S	HO
	gauge	gauge	gauge
not:	1 1/4"	7/8"	16.5 mm
	gauge	gauge	gauge

General, page 2, delete:

"track and wheel standards have been adopted for 12 mm gauge" after "The European, Normen Europaischen Modellhabnen (NEM)".



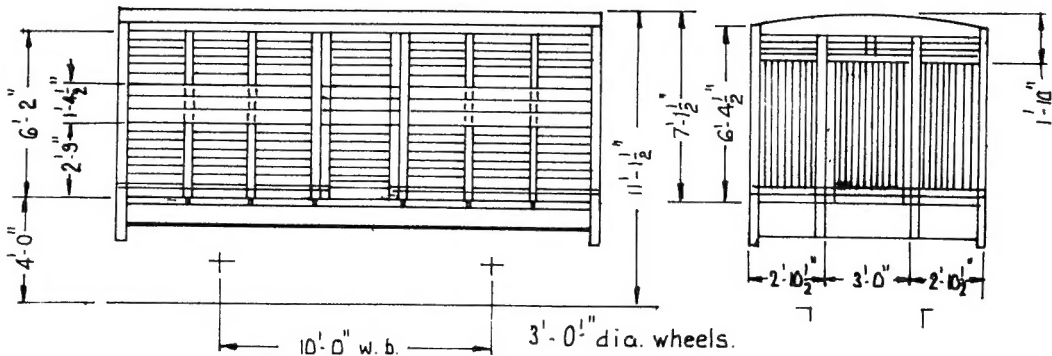
The 1969 loco building competition entries, front to rear, Phil Kelly's NSW 35 class (SB), Kevin Brown's NSW AD 60 (SB), Cedric Rolfe's NSW 35 class (SB), Kevin Brown's NSW 55 class (SB), Phil Kelly's NSW standard goods (SB), Rex Little's VR E class electric (SB), Ken Edward's NSW 38 class (CMA) and 18 class (SB), Max Whiting's VR X class (SB) and Phillip Lamour's NSW 42 class (CMA).

(SB) - Scratch built. (CMA) - Commercial model adapted.



# semi-louvred van

by K. A. Cutler.



## SEMI LOUVERED VAN

TARE: 8 TONS.

CAPACITY: 8 TONS.

louvres contains 8 louvres, actually the two lower ones are frame timbers bevelled on portion of the upper edge and 6 louvres in the upper panel, one less in each panel of the door. The louvres are 4 1/2" apart, lower lip to lower lip. i.e. The spacing is approx 1 1/2 times greater than the louver vans to-day. At lower hinge level and 2nd louver from floor steel strapping encompasses the van. Each upright is secured by strapping steel. The ends are in three panels, the main pillars being 3'8" apart. The lower edge of panels are 6" above top of headstock with cross timber and 1 louver between. The top of panels are 1'10" from top of roof at centre line, the supporting timber being bevelled slightly and there are 2 louvres above this supporting timber. Uprights are secured by steel strapping to headstock.

Semi Louvred Van. The only example of this wagon that I have seen is in use at Narrandra as an Accident Van, No. L522 and is in need of a considerable amount of repair, a lot of the timbers having rot in them. The van is of all timber construction.

The head stocks are 8'9" x 1'2" x 4" and the sole bars are 10" x 4". The corner pillars project 4 1/2" below head stocks. The sides are of three panels either side of a centrally placed swing door. Three timber strips, total width 16 1/2", run lengthwise along either side, the lower edge being 2'9" above floor level. The lower panel of

The W Guards are of a lighter type than the present day louver vans. The spring centres being 3'6" with the top of W Guard being 3'6". The spring is of a very light type. Floor boards are 2" thick.

# the lux blue express

by Ted Frost.

A strictly unpublicised "Fast Train" of the Stalin period was the Lux Blue Express reserved exclusively for Communist Party Leaders, supreme military commanders and their wives.

The Express made its first trip on 1st May, 1933, and ran every Spring, Summer & Autumn between two groups of pleasure resorts in Southern Russia, and occasionally to and from Moscow.

Vladimir Tregubov was the former chief of this train, and he was charged with the building and operation of this train by the party chiefs.

Tregubov took ten of the best passenger carriages from the various lines in Russia and had them rebuilt from the wheels up. The first requisite was that the noise of the wheels should not be heard from inside the train, and also that they should ride perfectly smoothly. To achieve this a thick coat of lead was poured over the floor of each car; this was covered with a layer of felt, a layer of cork, another layer of felt, a wooden floor, and then another layer of felt. Over this was placed a linoleum and then a soft rug on that. The result was like walking on a feather bed.

Rugs laid in the lounge car cost 5,000 rubles in the special Moscow store for the use of the top party men (similar quality rugs for the general public in this classless society cost 50,000 in the open market). In testing the car a brim full glass of water was placed on a table and the car was sent off on a test run. If any water spilled the car was reworked until perfection was achieved.

On the outside cars were painted a deep azure blue, and the roofs sky blue. The paint was covered with a coat of lacquer and polished until not a rough spot could be found. Each car of the Blue Express consisted of 8 compartments for 2 persons each and a toilet was placed between every 2 compartments, plus one bathroom. Equipped with every convenience the compartments outshone any railway carriage in Europe.

The dining car provided a wide selection of exquisite delicacies, a great variety of fruits and the choicest drinks. Before every trip the conductor passed from compartment to compartment spraying eau de cologne and putting flowers on the tables. During the journey he brought around fruit, sweets and the best cigarettes. The most extravagant whims of the party chiefs, generals, marshals, people's commissars, secretaries of the regional party committees were to be satisfied.

Stalin's car had two bedrooms, a sitting room, and an office, plus an office for his secretary, a compartment for persons accompanying him, a bathroom and a kitchen. The walls and all the furniture were of mahogany. The cars of other leaders were built along the same lines, but the panels and furniture of each was of different styles and materials. For example, Kaganovich's car was of Karelin Birch, while Molotov's was exactly the same as Stalin's.

Behind the leader's car was always another exactly the same from the outside, but filled with NKVD men, and others were distributed throughout the

train, entrances and platforms of stations that were to be passed en route. Two or three of them always sat in the dining car. Before the train was run along any line, armed guards were stationed at every switch after it had been locked into position also in and around tunnels and bridges. Ordinary citizens were not even allowed near the station when the train was due.

The NKVD kept two girl (sic) agents on the train at all times. Their duty was to strike up an acquaintance with the passengers engage them in conversation in the dining cars and generally to keep their ears open. They were good looking, always well dressed, knew how to behave in society and were always accessible to the important passengers.

The job as chief of this train was a very well paid one. Tregubov was

paid as much as the top engineers of the largest factories; received new uniforms twice each year and there was numerous other perks. There was such an abundance of goods around the train that no one could keep count of these. He could take home cases of drink, fruit, etc., and in fact lived as well as any of the party dignitaries ---yet in the ever present fear of arrest by the NKVD. He was always being questioned by NKVD, and was eventually arrested, sentenced to be shot, but the sentence was commuted for a reason he never found out. During the war he had the opportunity to escape from Russia.

The Lux Blue Express was probably the most luxuriously appointed train ever to run on rails anywhere. I do not know if it is still in existence and I doubt if the Russian Government would welcome a question about it.

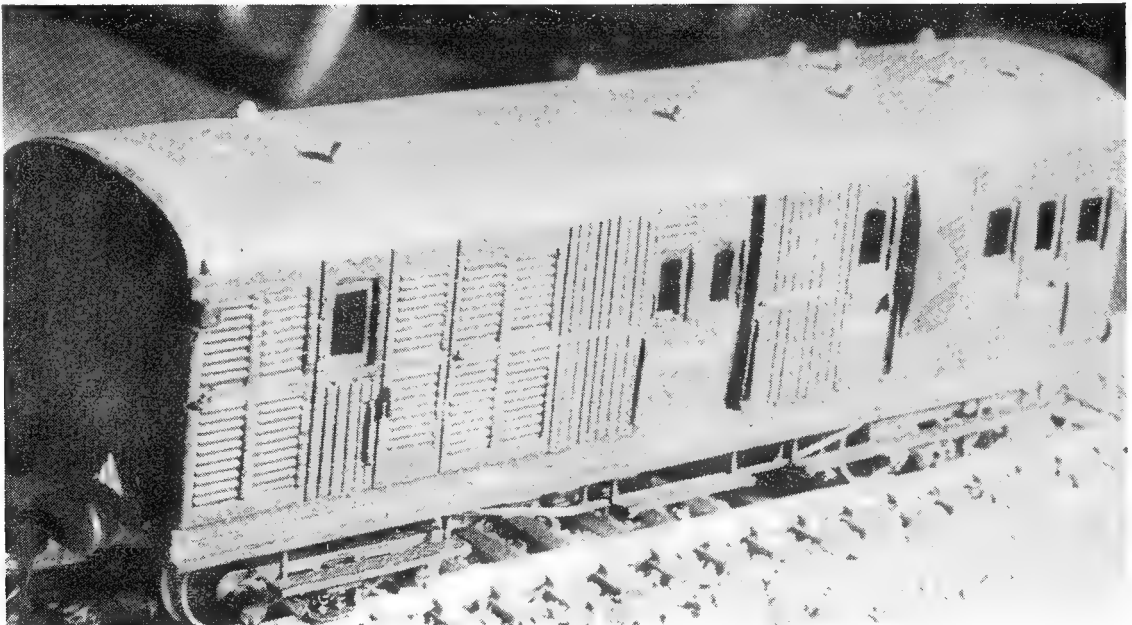


Photo: by  
J & A Parker.

NSW Branch Trophy Winner 1969.  
Ken Edward's scratch built NSW PHG van.

# the scienic side of your layout

by Rex Little.

There is always a need for cars, trucks, tractors, etc. to add to the scenery on the layout, or even to provide loads for your wagons. The following information is tabulated from a "Matchbox" catalogue.

Scales are as follows:

"N"	2 mm to 1 ft.	160:1
"TT"	1/10" to 1 ft.	120:1
"HO"	3 1/2 mm to 1 ft.	87:1
"OO"	4 mm to 1 ft.	76:1
"O"	17/64" to 1 ft.	45:1
"O"	7 mm to 1 ft.	47:1
"O"	1/4" to 1 ft.	48:1

No.	Scale	Item	Use with
1	87:1	Mercedes truck	HO
2	87:1	Mercedes trailer	HO
4	86:1	Stake truck	HO
7	85:1	Ford refuse truck	HO
11	85:1	Jumbo crane	HO
12	72:1	Safari land rover	OO
13	85:1	Wreck truck	HO
20	72:1	Taxi cab	OO
21	74:1	Milk delivery truck	OO
23	87:1	Trailer caravan	HO
26	86:1	GMC Tipper truck	HO
28	72:1	Mark 10 Jaguar	OO
31	74:1	Lincoln continental	OO
33	81:1	Ford Zephyr	OO
36	71:1	Opel Diplomat	OO
37	86:1	Cattle truck	HO
38	41:1	Honda motor cycle with trailer	O
44	86:1	Refrigerator truck	HO
45	71:1	Ford Corsair with boat	OO
47	85:1	Ice-cream mobile shop	HO
48	85:1	Dumper truck	HO
54	87:1	Cadillac ambulance	HO
55	73:1	Police car	OO
57	77:1	Land rover fire truck	OO
59	73:1	Fird chief car	OO
62	86:1	TV service van	HO
68	90:1	Mercedes coach	HO
70	85:1	Grit spreader	HO

No.	Scale	Item	Use with
71	74:1	Jeep pick-up	OO
	89:1	Foden concrete truck	HO
K6	45:1	Mercedes Benz ambulance	O
K8	73:1	Car Transporter	OO
K9	80:1	Combine harvester	OO
K11	42:1	Fordson tractor and farm trailer	O
K21	40:1	Mercury Cougar	O
Y1	42:1	Model T Ford	O
Y2	40:1	1911 Renault	O
Y6	48:1	1913 Cadillac	O
Y7	48:1	Rolls Royce 1912	O
Y9	48:1	1912 Simplex	O
Y10	52:1	1928 Mercedes Benz	O
Y11	50:1	1912 Packard Landaulet	O
Y12	48:1	Thomas Flyabout	O
Y13	45:1	Daimler	O
Y14	49:1	1911 Maxwell Roadster	O
Y16	45:1	Spyker	O

Should any readers have information as to the scale of other models such as "Husky", "Corgi" etc.etc. drop a line to the Editor and we will reprint it in Journal for the benefit of other members.

## NOTICE.

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**model railway exhibition**  
**Hawthorn town hall**  
**Melbourne March 1970**

Photos: J.McNabb & R.Little.

by R.Little & J.Treseder:



Following the opening the Governor was presented with AMRA cuff-links and tie bar by M. Baker, President of Victoria Branch, and declared an Honorary Member of AMRA.



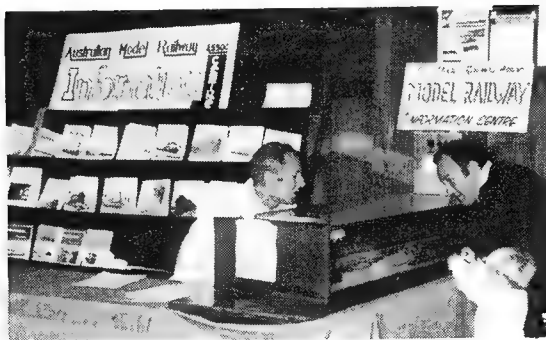
The Australian Model Craft stand displayed a selective range of the model railway equipment available.



The Baker & Doherty Pty. Ltd. stand besides displaying items available to modellers, featured an operating layout on which rolling stock was displayed.







The AMRA information centre was staffed by experts in the various facets of the hobby. Allan Dowel discusses some of the Victorian Model Railway Society members' work with an interested patron.



Pizzezy Limited also used a working layout to display the range of Lima locos and rolling stock.



The eye-catching display of the ARHS Geelong Branch included a 6" gauge live steam loco.



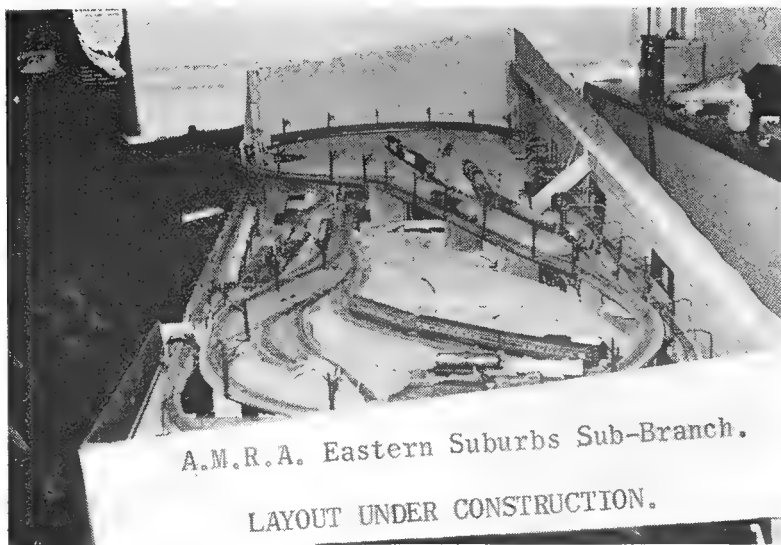
Bentons Camera Store display of Tyco trains and kits.



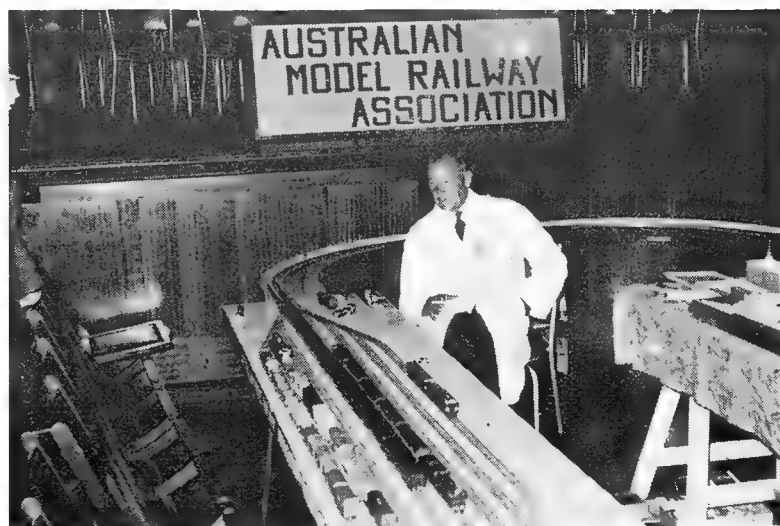
The Puffing Billy Preservation Society information centre.



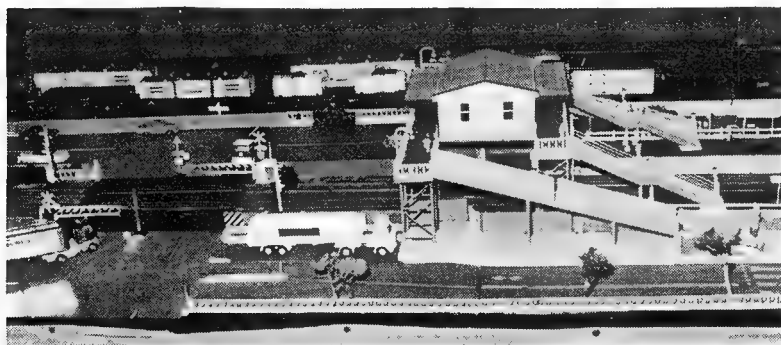
HON3½ model of Puffing Billy.



A layout under construction.



Watching the  
trains go by.



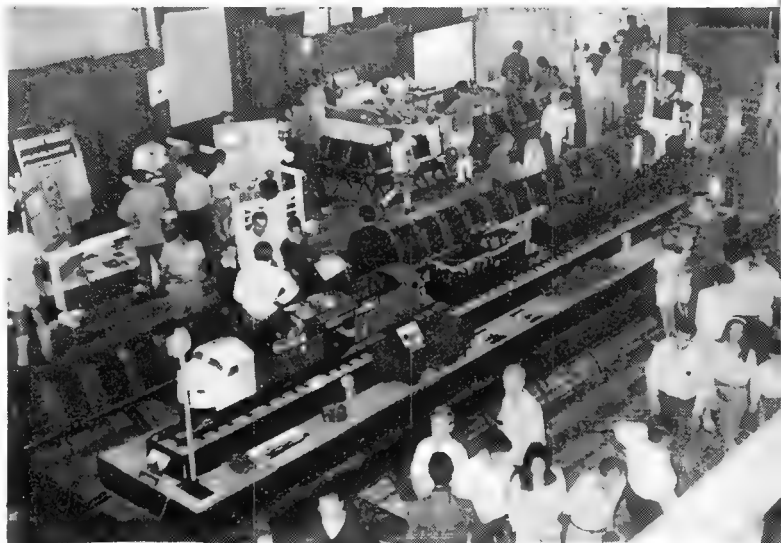
Level crossing and  
station on the "0"  
gauge layout.



At one end of the hall was the Branch layout. In the background the Ivanhoe Sub-branch N ga

The  
motive

Along the centre of the main hall the Diamond Valley Railway displayed its models of Z van; GY wagon; S & W class diesel locos and a "Pacific" steam loco.



Looking across the hall with the foreground and Fyren in background

From  
forma

he Vic.  
and is  
layout.

able with some of the loco-  
r the "0" gauge layout.



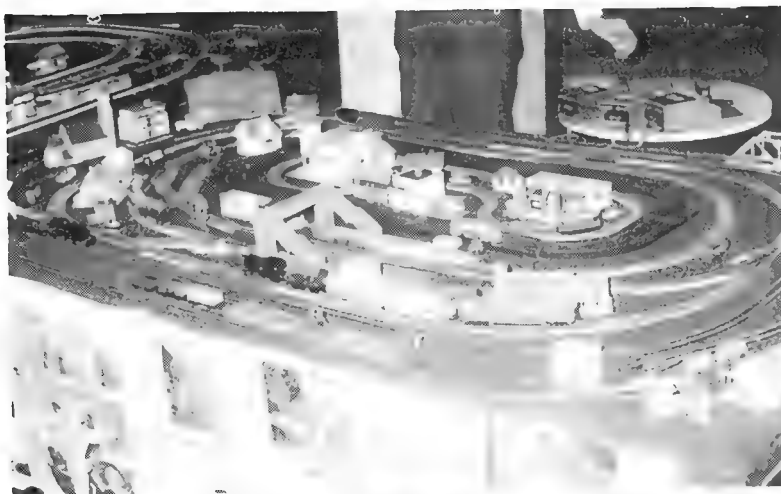
Linn Wescott gets down for a  
good view of the models on  
the "0" gauge layout.

R. in  
und.

other side we can see the in-  
centre in the background.

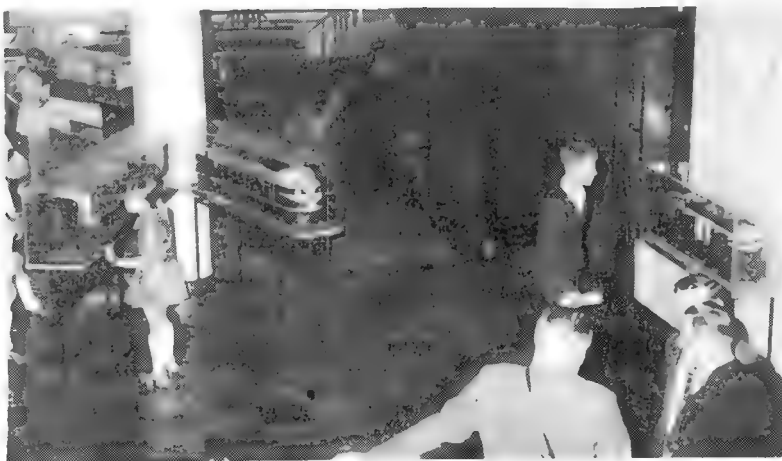


Linn Wescott,  
Mal Baker,  
John Sneddon.

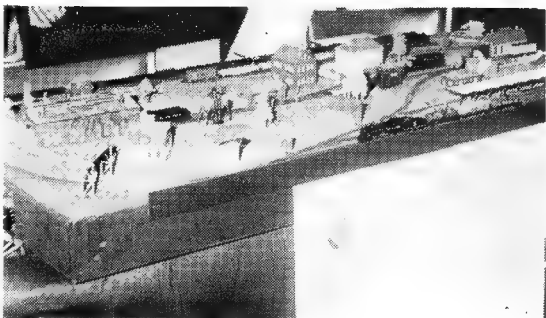


Prahran junior  
modellers' layout.

Part of foyer  
display.



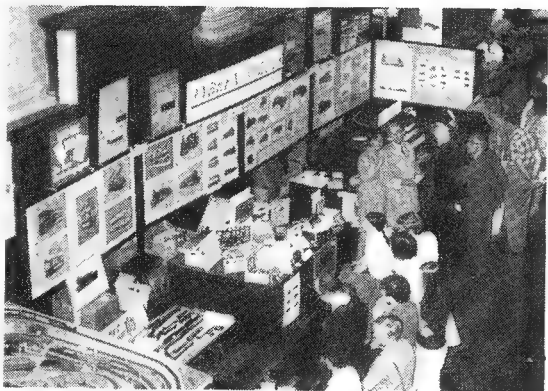




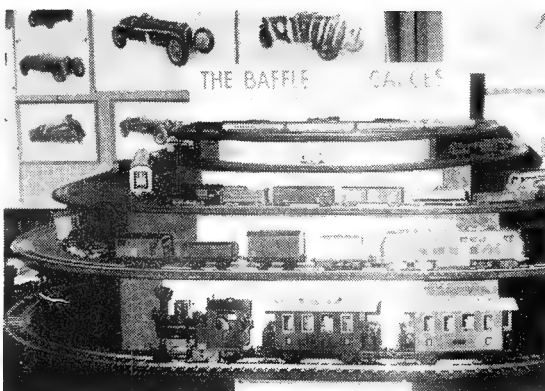
The Ivanhoe Sub-branch AMRA displayed this table-top "N" gauge layout.



M.R.C. & Freedmont showed made up models from the kits available.

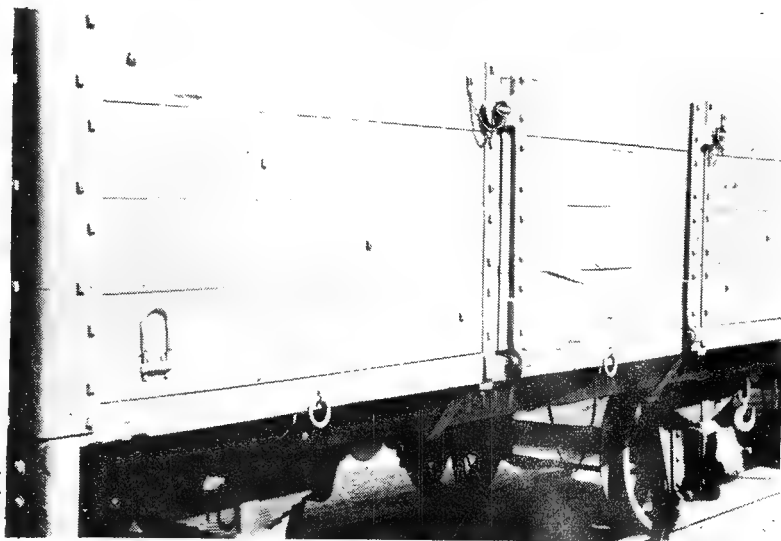


Fybren Models showed the range of posters, controllers and Xmas cards available. The centrepiece was a display entitled "The Baffle of the Gauges".



Have you ever spent considerable time and concentration on lettering your latest model only to find that when the task has been completed, you have made a "blue", such as reversing the prefix letters on one of the wagon numbers for instance? Don't add to your frustrations by trying to rectify this error, but leave it as it stands, for such mistakes occur in 12" to the foot scale as well. This is clearly illustrated by this photograph of a "GC" wagon of the W.A.G.R.

THERE IS A PROTOTYPE FOR THAT MISTAKE.



# Diesel or Electric Horns

Photo: Rex Little.

by Brian Rowling.

While rummaging through my junk box I discovered an old ex-army telephone buzzer. This was a little box, about 3 inches square by 1 inch deep with 2 knobs and locking rings on one end. I decided to experiment with this and discovered that the tone of the buzzer could be altered from a high squeal to a medium "Parp". In addition, these buzzers have a double wound coil, and an output from the second winding can be used (transformer effect) to work an earphone quite loudly at a remote point. Further experimenting showed that the buzzer would in fact work a loud-speaker. Even further rummaging revealed two more buzzers which I "tuned" to different tones.

Thus armed with 3 buzzers, I connected the "input" side of them together in parallel and their outputs in series. This output I connected to a speaker transformer primary and the transformer to an old permag speaker mounted on a baffle board about 1'6" square

On connecting the input to a 12 volt supply via a 10 ohm resistor - the result was fabulous. After a little tuning, I obtained a sound quite like the N.S.W. diesels.

Next by arranging key switches to operate different combinations of the buzzers, I obtained four different sounds, all "diesel horn" type. The combination I found satisfactory were as follows:

1. Low tone and medium tone and high tone. This was the best group.
2. Low tone and medium tone.
3. Low tone and high tone.
4. Low tone only.

(High and medium alone or in combination did not sound good).

This contraption has now been "wired in" to the layout with control

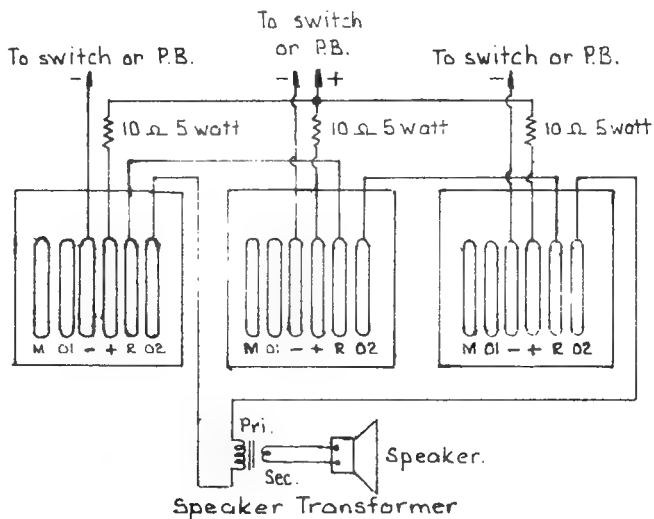
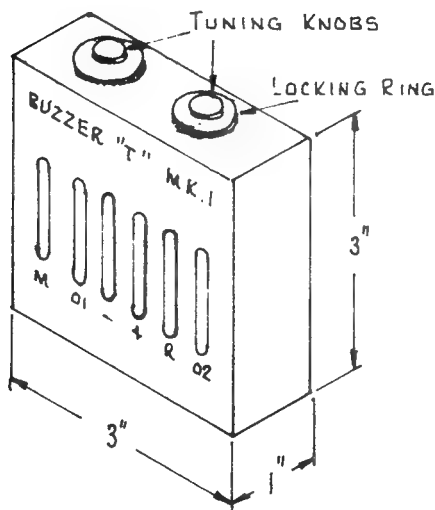
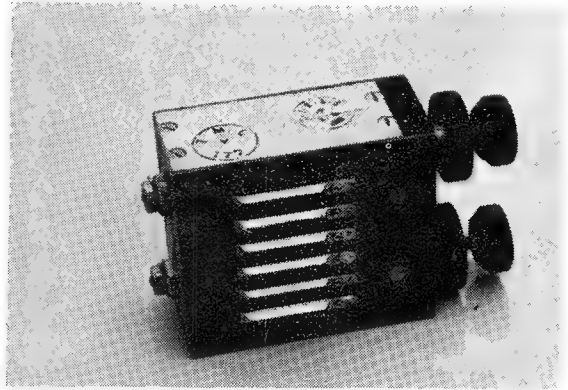


DIAGRAM OF CONNECTIONS.

keys placed at each cab and the speaker under the baseboard facing away from the audience to spread the sound. A further refinement would be to provide several speakers at different points of the layout with possible speaker-switching, but I did not feel this extra effort justified.

I have since mounted the speaker in a vented enclosure made of packing case with a still further improvement in the tone.

All in all the device I feel is easily made up in a few hours and its realism makes it well worth the effort.



Army telephone buzzer.



## FOR READER'S LETTERS

The Editor,  
AMRA Journal.

Dear Sir,

The letter of Graham Watson in March/April issue of Journal has a lot to commend it.

There is certainly a great need for some type of registrar for our hobby, but I wonder if this should stop at clubs. A great deal of research was done by me over the last 2 years or so to give as wide a coverage as practical to this convention and I guess from this I have the nucleus of the requirements for the Club Registrar as set out in the letter. I have some 20 or so clubs in my files and will be happy to pass these along to whoever gains this task. My files also contain the names and addresses of between 1000 and 2000 individuals who are, or were, interested in the hobby. A register of these perhaps would be of much more importance to the AMRA than a club register.

I am certain that for each person who is keen enough to join a club there are perhaps 30 or more who have no interest in clubs at all. Most of these are very competent hobbyists too and represent the major part of the market. I am not considering here the type who attends a model railway exhibition such as held recently in Melbourne and is held annually in Sydney and Brisbane, who gets carried away with enthusiasm, then burns out in six months. This type will always be with us of course, but under our present conditions can't be considered in the strength of the hobby. If we could service this chap in some way, his enthusiasm will not wain and here is a very fruitful field for the AMRA to work in.

Perhaps, while I am making these remarks, I should comment on the President's thoughts of talking AMRA to our non-member friends in the hobby. In theory this is fine, but in practice a different matter. Just what

can we use as a selling point at present? A Journal once each two months and that is about all. True, there are branches in the capital cities of the eastern states, but your membership only allows you to attend the meetings, where a further charge is made when you arrive. Membership fees do not include "free" visiting rights to the branches who have to finance their way somehow. Keeness can't be maintained in the newcomer to the hobby if he is restricted to a "once per month" or even "once per fortnight" visit to his club - assuming he lives close enough to go anyway - especially when he realises that his AMRA membership fee is not the finish, there is still that extra charge when he gets to the club meeting.

Every so often someone brings up the "let's amalgamate with so and so" plea. Fine if it can be done, but what can AMRA offer to make this an attractive proposition to the other fellow - or what has the other fellow got that makes amalgamation worthwhile anyway? Numbers are not great in either group as we all know. Even with AMRA as small as it is, it still is about 3 times the size of the other body. Amalgamation for its own sake will be of no benefit to either party, especially when dual memberships are eliminated from the total membership roll that will then apply. Neither group has been successful in holding members over the years and surely this in its self is proof enough that nothing of value to the hobbyist is really gained for his money by membership in either body.

Now it seems that I have been belittling the efforts of those who run this Association, but I can assure you I am not. I hope that my contributions to Journal over the years have been of some interest and help to others and my regular renewal of membership shows that I hold some hope for the future of the Association. What

I am trying to say is that the old ways we have followed since the foundation of the Association are outdated. Radical changes must be made if we are to progress.

Provision of a Journal is not enough to get the renewals in each year, nor is the availability of a branch club-room under the current circumstances. After all, there are a number of clubs in existence in the cities that have branches, all of which can offer the same (or in many cases better) facilities. We need more than that. We need to offer something the other clubs don't to the chap who lives in Brisbane, Sydney or Melbourne. We also need to offer much more to the chaps like Cedric Rolfe or Broughton Boydell who live out in the country. When we do this, then our membership will climb to the size where the manufacturers will listen to our collective voice.

The fulfillment of the task as outlined is the problem of the Federal Committee. I would suggest the way to start it is to send each member and past member a questionnaire as to what he feels that AMRA should provide. Enclose a business reply envelope and the replies will come in, and from there on the task is much easier as it is known exactly what the members want.

One final plea - don't drop the quality of paper used in Journal. The result will not justify the small saving in paper costs and it looks "cheap" half of its appeal goes at once. Financially the Journal does not justify this proposed drop in quality as it is self-supporting or so I understand. If we want to improve Journal the solution is easy. Market it to the general public - the extra sales will more than offset the cost of a few extra pages per copy. There is an urgent need for a good quality model railway magazine in Australia, so why not chase this market with a letterpress printed Journal on good quality

paper with a better printing result than can be achieved by the offset process.

Ted Frost.

The Editor,  
AMRA Journal.

Dear Sir,

On behalf of the Organising committee of the International Convention of Railway Modellers, I would like to thank both the former editor Alan Dowel and yourself for the publicity given this venture over the past two years.

There is no doubt that this Convention and the associated exhibitions arranged by the AMRA Victorian Branch and the Tramway Museum Society of Victoria gave our hobby a wonderful boost, not only in Victoria, but

through the interstate delegates, the whole of Australia.

Attendances, though not as large as we had hoped for, were quite satisfactory in that we had 150 delegates in all, including those that attended only part of the program.

My committee would like to thank all those who made this venture possible through their help and in particular to the Flinders Model Railway Society who so kindly made available their rather extensive collection of scratchbuilt Australian prototype locomotives and rollingstock to dress the M.M.R.S. layout for the convention's official visit.

Again, our thanks to Journal.

Ted Frost.  
Organising Secretary International  
Convention of Railway Modellers.

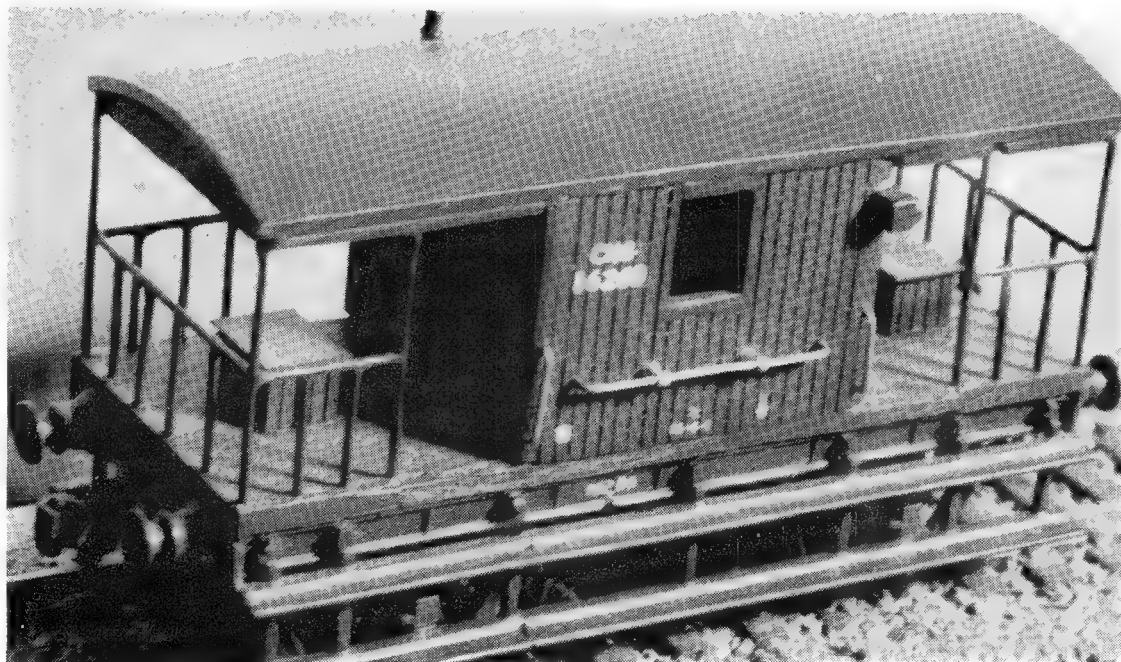


Photo: by  
J & A Parker.

Victorian Branch Trophy Winner 1969.  
Ken Edward's conversion of an airfix kit to NSW CHG van.



# Branch Reports

## NEW SOUTH WALES.

### 1969 Presidential Report.

Although my report is virtually for the year 1969 my term of office commenced with the Special Annual General Meeting within November, 1968.

This was deemed necessary as it was considered that we may change the date of our 1969 Exhibition to the Queen's Birthday week-end. After much discussion the Management Committee decided to retain the October week-end for the staging of the Exhibition. This I am sure you will agree was the right decision as far as the 1969 Exhibition was concerned.

### Clubroom.

During the year much time and effort has been put into the renovations and alterations to our Clubroom. At least one meeting per month was devoted to Working Bees, but many more other days were worked by small enthusiastic group of members who gave much of their spare time to the work involved in preparing the clubroom for official occupancy.

The toilet block and kitchen are now in use, a refrigerator has been donated for the kitchen, the clubroom has been completely rewired and more fluorescent lights installed.

Our thanks must go to Norman Read, Keith Robinson, George Bray, Jack Parker and those others who devoted what time they could spare to the work involved.

### Activities.

Social and modelling activities were somewhat restricted as our prime objective was to have a habitable

Clubroom as soon as possible.

We were able during the year to arrange a visit to Enfield Loco and Delec, which resulted in a good attendance of members.

Heavy rain on the Friday and Saturday morning did not dampen the enthusiasm to see live steam models in action and a large attendance of members and friends was evident at the Sydney Live Steam Society grounds at Ryde.

For our visit to the South Pacific Electric Railway Tramway Museum at Loftus we had a rather cold day but once again the elements were braved by an enthusiastic group who were finally warmed up by afternoon tea, consisting of soup, tea or coffee, cooked on a Porta-gas stove.

To those members who have not visited these places I must commend them to you as a very worthwhile and interesting visit and hope to see you at these in 1970.

Some very interesting slides were shown at our slide afternoon in July as we have some very ardent and enthusiastic photographers of the prototype amongst our members.

Our Guest Speaker on 2nd August, 1969 was Mr. Peter Woolley of S.C.M.R.A. and Assistant Editor of the Australian Model Railroad Magazine who gave a very interesting talk, illustrated by color slides, on American Railroads centred mainly on the west coast which he had visited.

The auctions held during the year were well attended and although there was considerable equipment and rolling stock up for auction, a larger number

of buyers than sellers would have made the auction all the more successful and interesting.

Attendance at our Christmas meeting, which was a barbecue afternoon tea, was disappointing but I am sure that those who did attend had an enjoyable afternoon with plenty of refreshments.

#### Members.

N.S.W. branch has increased from 126 members in December, 1968, to a total of 168 financial members in January 1970 with 33 of these having joined in the latter part of the year.

#### Ladies Auxilary.

Not as well supported as we had hoped, but the few ladies that we have are enthusiastic and willing workers. To these ladies goes my sincere and personal thanks.

In conclusion I would like to thank all the members of the 1969 Management Committee and Exhibition sub-committee for their loyalty and assistance to me during my term of office for without their help and encouragement our progress during the year in the development and construction of the clubroom additions, the organising and staging of the Model Railway Exhibition and the many other activities in which we were involved, would not have been possible.

GRAHAM LARMOUR.

#### VICTORIA.

What an Exhibition? I mean the Model Railway Exhibition at the Hawthorn Town Hall held during the Moomba Festival in Melbourne from 6th to 9th March, 1970.

The Victorian Branch committee approached the final last hours before the opening with many thoughts. Will we clear our costs? Will the public appreciate our efforts to put on a

good show? Will the members who volunteered to help give of their best? We can now say "yes" to all the above queries. It was an outstanding success and the Town Hall at Hawthorn is booked for a bigger and better show next year, same weekend.

We had the pleasure of the Governor of Victoria, His Excellency Sir Rohan Delacombe to open the show on Friday, 6th and after the ceremony he was accompanied around the exhibits by our President, Mal Baker. His Excellency showed a great interest in all phases of model railroading and spent about thirty-five minutes viewing the exhibits.

Our greatfull thanks to the Sydney boys, Norm Read and Colin Shepherd for the splendid show they put on with that magnificent "O" layout. Beaut! Also it was nice to see so many of the N.S.W. members along giving most of us the pleasure of meeting them for the first time.

Our thanks to all the Clubs and Trade Houses who participated and helped to make the show a success.

Well no doubt I could go on about this show, but it was a great thrill to all and the Victorian Branch is now in a more favourable financial position than at any time previously.

Our April meeting was the Annual General Meeting and the new Committee is as follows:

President	Mal Baker
Secretary	John Sneddon
Treasurer	Don Gray
Vice President	Rex Little
Committee	Bill Morehouse
	Eric Doherty
	Stewart Westerman
	Bill Bates

A special welcome to Stewart Westerman and Bill Bates as new members to committee.  
JOHN SNEDDON.

# Shop

# Spy

The Model Dockyard, 216 Swanston Street, Melbourne, are very close to shifting upstairs to their very much larger and more modern accommodation.

Some new items are worth a mention. The star of newcomers is the Peco N scale Jubilee loco and tender in the usual plastic box for \$25.95. This is the best looking N loco seen to date. They have stocks of the new Riverossi O scale German V160 diesel, at \$24.95 and matching coaches for \$11.95. I am told that both run beautifully and I certainly liked the detail. They have stocks of the popular Casey Jones kits for \$21 plus \$27.50 for a motorizing kit.

On the scenery side they have 1 lb bags of Fibreclay for scenery base. Just mix with water for a result somewhat like paper mache. These bags sell for \$1.15. I noticed excellent stocks of Heljan scenic kits in both HO and N scales. Send a stamped and addressed envelope for a free list. The same envelope will bring you their latest book list for the asking. They have the new Kalmbach N scale track plans book for \$2.00.

I saw the beautiful new Kumata oil columns \$2.50 and water columns \$5.50 which are lost wax castings.

And for the member who thought he had everything, I saw Kumata troop cars both in kitchen and sleeping varieties for \$17.00 each.

Melbourne Sports Depot, 121 Elizabeth Street, Melbourne. It is good to see Vic. Hobbs again at the end of the "Magic Pathway". It didn't take him long to organise a display which appears to be better than ever before. The "Specials" boxes were soon full of cheap goodies too.

He showed me a good range of Liliput (HO) locos from \$14.95 (Co-Co electric) and quite a few AT & T (HO) locos and rolling stock, including an excellent ore wagon at \$2.50. His display shelves show that they have a good range of Riverossi (HO) locos in stock. Peco "wonderful" wagons and Ratio kits are in good supply, and I saw some PC. early style coach kits.

For those who missed out on Triang GWR "Clerestory" coaches he has a limited supply again. I saw the best range of Peco accessories ever on a display board. He has stocks of almost all items in this series, including the new "curved" points.

For "O" gaugers, both Triang and Riverossi have new items from \$2.50 (a Triang bogie gondola).

ALLAN DOWEL.

## MEMBERS.

Were pages 6 and 15 missing from your Jan/Feb 1970 Journal?

Were pages 24 and 25 missing from your Mar/Apr 1970 Journal?

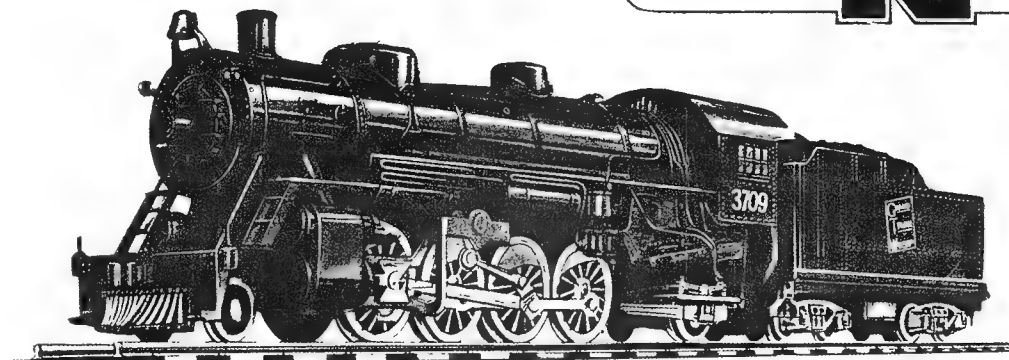
If so advise J. Treseder, 55 Creek road, Mitcham, 3132 by 30th June 1970.

## CONTRIBUTIONS FOR JOURNAL

Articles and items of interest for Journal at any time. Letters for inclusion in Pop Valve should reach the Editor by the middle of the even month.

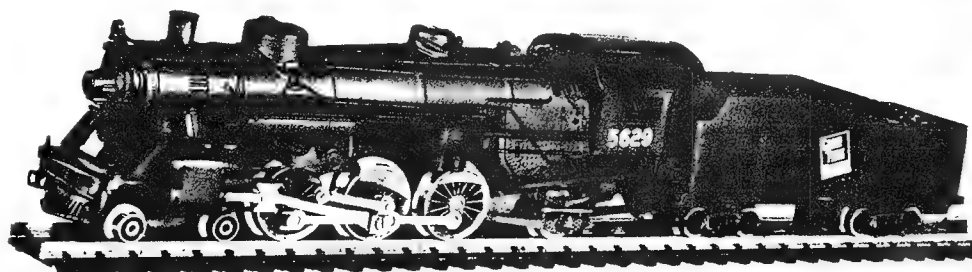
Branch Secretaries - Branch notes are required by the middle of the even months.

# The Greatest in N Gauge Steam



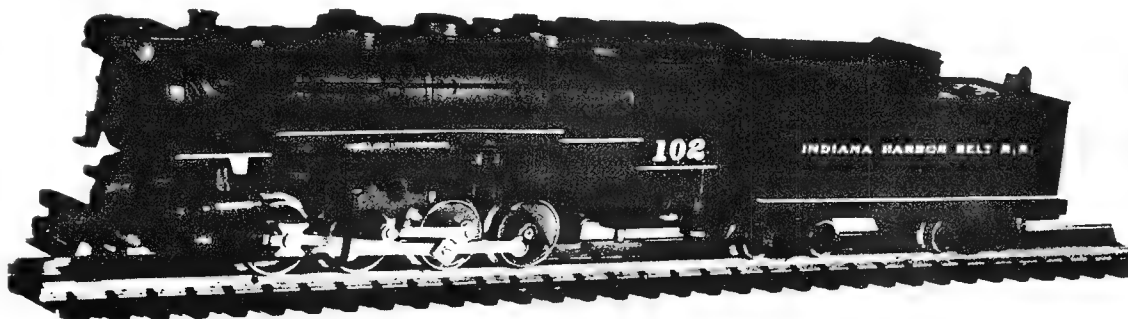
2180 The 'Mighty' Mikado 2-8-2 Loco with tender, GTW, operating headlight,  
160 mm long, Black .....

\$27-50



2117 Pacific 4-6-2 Loco with tender, GTW, operating headlight, 155 mm long,  
Black .....

\$26-95



2112 Indiana Harbor Belt 0-8-0 Loco with tender, operating headlight, 135 mm  
long, Black, like the 'Mikado' & 'Pacific' all axles are driven through a  
system of gears .....

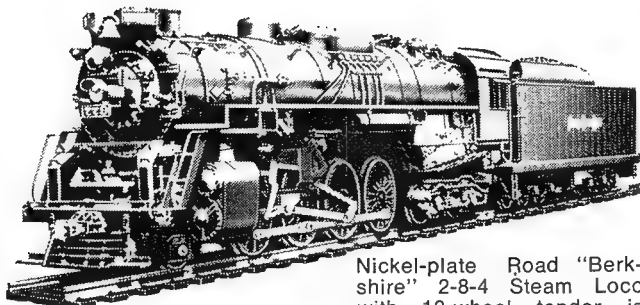
\$22-50

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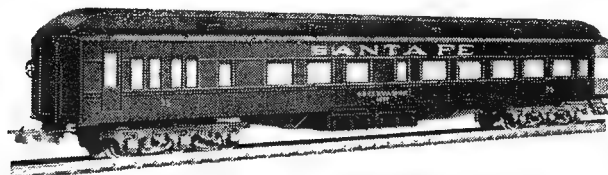
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# Rivarossi

12v. D.C.  
2-Rail  
HO/OO

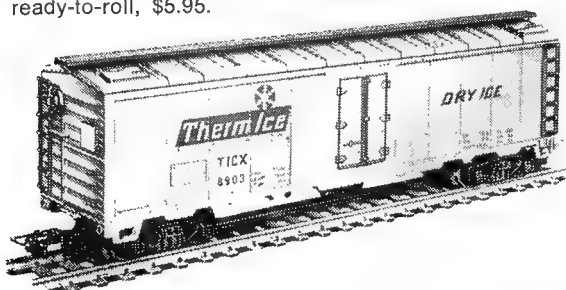


Nickel-plate Road "Berkshire" 2-8-4 Steam Loco with 12-wheel tender is back in stock again. This fine loco has full operating valve gear, working headlight, etc. Finished in black and is 14in. long. No. 1244, ready-to-roll, \$47.50.



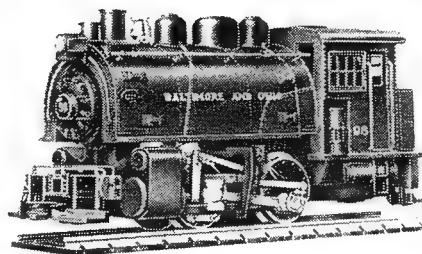
TOP: Santa Fe Cafe/Observation Car. Green with gold lettering, internally fitted, 11½ in. long. No. 2718, ready-to-roll, \$6.50.

LOWER: Northern Pacific "Roomette" Sleeping Car. Chocolate and green, internally fitted, 12½ in. long. No. 2765, ready-to-roll, \$5.95.



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ON TOP  
FOR  
QUALITY



Ever-popular in the Rivarossi range of locomotives is the little B & O 0-4-0 Tank Loco

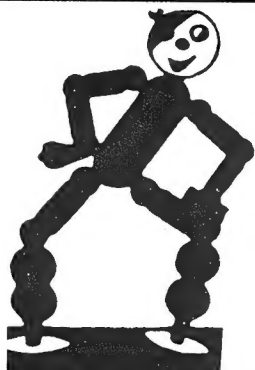
An ideal 1st loco. No. 1221 Ready-to-roll at \$11.95.

For those who like kit-building, there are several simple to assemble kits produced by 'Rivarossi'. The Thermice reefer above can be assembled in 20 minutes. The body is completely finished & painted & by adding the bogies and couplers in the kit, the vehicle is ready-to-roll. This kit is No. 12300 at \$2-75.

Other selected items by 'Rivarossi':

1224	Indiana Harbor Belt 0-8-0 Loco with tender, full valve gear, working headlight, 11" long . . .	\$27-95
1254	Union Pacific 'Big Boy' 4-8-8-4 Loco w/tender, full valve gear, working headlight, brass bell, Black finish, 19" long . . .	75-00
1264	B. & O. 0-6-0 Switcher w/tender, full valve gear, working headlight, Black, 10" long . . .	19-95
J 40	French Old-timer 0-6-0 with tender, Green, 7" long, operating headlights . . .	14-95
1825	Nthn Pacific E8 G.M. Diesel Elect., 2 'A' Units, Chocolate & Green, 20" long . . .	27-95
2717	Santa Fe fitted Pullman Car, 11½" long . . .	5-95
2732	Santa Fe fitted Dining Car, 11½" long . . .	5-95
2743	Santa Fe fitted Day Coach, 10½" long . . .	5-95
2764	Nthn. Pacific fitted Vistadome, 12½" long . . .	7-50
2766	Nthn. Pacific fitted Tail car, 12½" long . . .	5-95





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Many modellers are now looking to N Gauge and they are attracted to the gauge because of the fine-looking PECO trackwork available. In N Gauge, track should be fastened down and not be allowed to float as it may do in HO/00 and larger.

Look to the list of well-priced Track, Pointwork and accessories in HO/00 and N Gauge. Then see your regular hobby shop and actually see these products. (Due to soaring copper and nickel prices some increases are inevitable.)

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SL-91X	Right Hand Point, 2ft radius	Each	2-35
SL-92X	Left Hand Point, 2ft radius	Each	2-35
SL-93X	Short Crossing	Each	2-35
SL-94X	Long Crossing	Each	2-35
SL-97X	Y Point	Each	2-35
SL-10X	Metal Rail Joiners	Pkt of 24	-40
SL-11	Insulating Rail Joiners	Pkt of 12	-35
SL-14	Track Fixing Pins	1/4oz. Pkt	-40
SL-50	Foam Ballast Underlay for Track (There are also foam underlays for points)	16 1/2 ft	1-50
SL-70	Point Motors	Each	1-35
HOon2 1/2 (OO-9) Narrow Gauge			
SL-400X	Streamline Flexible Track with random sleepering, N.S. Rail	18" length	-65
SL-310X	Metal Rail Joiners	Pkt of 24	-40
SL-311	Insulating Rail Joiners	Pkt of 12	-35
SL-427	Wagon Turntable	Two	-40
SL-428	Dummy Point Levers	Two	-40
SL-491X	Right Hand Point	Each	2-15
SL-492X	Left Hand Point	Each	2-15
N Gauge			
SL-300X	Streamline Track with N.S. Rail	Per Yard	\$1-00
SL-310X	Metal Rail Joiners	Pkt of 24	-40
SL-311	Insulating Rail Joiners	Pkt of 12	-35
SL-388X	Right Hand Point, 3ft. radius	Each	2-75
SL-389X	Left Hand Point, 3ft. radius	Each	2-75
SL-394X	Long Crossing	Each	2-85
SL-397X	Y Point	Each	2-75
SL-350	Foam Underlay for Track	16 1/2 ft Roll	1-35
SL-351	Foam Underlay for R.H. Point	Two	-60
SL-369	SL-391X (Medium radius) Foam Underlay for L.H. Point	Two	-60
SL-700X	O Gauge 2-rail Flexible Track with Nickel Silver Rail	Per Yard	2-15
SL-701	Sleepers for Point making	Pkt of 20	-90
SL-740	Rail-built buffer stop kits	Each	-75

If your dealer is stumped, he is invited to, or you may, write to us for supplies.

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## New 1 in 200 series kits

Selected Australian prototype Rolling Stock Kits of which only 200 will be manufactured. In this new series we have released:—

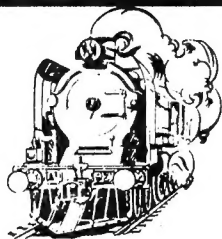
NSWGR JLX Louvred Van	
Comm Rails VEX Box Car (75' 0")	\$3.15
WAGR WVX Box Car	
(coming)	
NSWR LHO Pass Brake Van	
NSWR 44 Class Diesel Elec Loco	
Intercapital Daylight Set	one piece bodies.
(Power Van — Buffet Dinner — 1st, 2nd).	
Separate 1st - 2nd Cars also available	

FRIEDMONT MODELS would also like to congratulate MALRIC MODELS (Baker & Doherty) for their foresight in choosing to have produced by us a series in the Victorian Railway Rolling Stock selection.

GY — U (can make a UB also) — B — Z Brakevan (4 or 6 wheel).

FRIEDMONT MODELS are available at all good hobby shops.

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